

THE SYDNEY MORNING HERALD, THURSDAY, JUNE 2, 1870.

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PHILADELPHIA, February 21.

TAKE "decline of American commerce" is a subject of interest on both sides the Atlantic and one of the most valuable documents of the session is the report just presented to the House by Mr. Lynch (Republican), of Maine, of the Committee on American Navigation and Interests. For several months past we have been springing, and for several months past we have been investigating the causes of American commercial decline, and devising remedies for the evils of which such loud complaints are made.

Previously to the beginning of the late Civil War there was a gradual, steady, and healthy increase of American ocean tonnage. The committee says that the increase of American tonnage engaged in the foreign carrying trade was, between 1830 and 1840, about 60 per cent.; in 1840-50, 75 per cent.; and in 1850-60, 80 per cent. In the latter decade the foreign tonnage employed exclusively in the foreign trade of this country, increased about 40 per cent. In 1861 the American foreign tonnage reached its highest point—

While the British foreign tonnage was in the year 1830, 3,179,683 tons. Since 1861 America has "lost half its merchant shipping" and all its maritime prestige," the people "now stand debating whether they shall without a struggle yield all, and become the mere commercial dependency of the nation for whose advantage we have been thus spoiled and reduced." From 1861 to 1866 the American foreign tonnage decreased to 1,492,920 tons, a loss of over 43 per cent., while in the same time Great Britain gained over 30 per cent. Besides this, the large proportion of the British gain was in steam tonnage, one ton of which is equal to three tons of sailing vessels in efficiency; and iron was also largely substituted for wood, thus gaining in durability.

Taking these things into consideration, the British increase was in actual efficiency fully 50 per cent. The following gives a comparison of the American and British foreign tonnage for various years, and shows the relative position of each at different periods:—

Great Britain.			
Year.	United States.	Foreign Tonnage.	Partly home and partly foreign.
1830 ..	2,319,765	17,082,047	—
1840 ..	869,765	—	—
1850 ..	1,385,198	2,188,420	227,639
1860 ..	1,461,856	1,708,047	244,410
1861 ..	2,642,628	3,179,683	335,061
1862 ..	1,681,856	3,398,483	335,061
1863 ..	1,461,856	3,406,338	335,061
1864 ..	1,461,856	3,406,338	335,061
1865 ..	1,461,856	3,406,338	335,061
1866 ..	1,461,856	3,406,338	335,061

While the aggregate tonnage of the two countries between 1860 and 1868 increased about 14 per cent., the United States from its position nearly equal with Great Britain in tonnage, has seen it dwindle to less than one third. This is strikingly shown in a statement of the nationality of the shipping that carries American imports and exports. The following gives a comparison of the American and foreign tonnage that entered at American ports from the various countries during the years named:

Year.	Foreign Tonnage.	Excess of American over Foreign.	Excess of Foreign over American.
1830 ..	967,227	131,000	835,327
1840 ..	1,676,946	712,363	964,583
1850 ..	2,319,765	1,082,047	1,237,718
1860 ..	5,921,285	2,433,911	3,487,374
1861 ..	5,923,917	2,317,384	3,606,533
1862 ..	5,923,917	2,317,384	3,606,533
1863 ..	5,923,917	2,317,384	3,606,533
1864 ..	5,923,917	2,317,384	3,606,533
1865 ..	5,923,917	2,317,384	3,606,533
1866 ..	5,923,917	2,317,384	3,606,533

In 1861 the estimated value of the foreign tonnage engaged in the foreign carrying trade was 108,000,000 dollars, and the gross annual earnings 36,000,000 dollars, or 33 1/3 per cent. Between 1850 and 1860 the gross earnings increased with the increase of tonnage to the extent of 75 per cent. At the same ratio from 1860 to 1869, say 65 per cent., the gross earnings ought to have increased to the yearly sum of 57 millions; but, in fact, the value of tonnage had decreased in 1869 to 70 millions, and the gross earnings to 20 millions a year, making an annual loss of earnings of nearly 37 millions. An additional source of loss, the value of exports and imports at American ports for the various years in the two classes of vessels, completes the exhibit of the deplorable condition to which our shipping interest has been reduced:—

Year.	In American Vessels.	In Foreign Vessels.	Total.
1850 ..	237,272.84	90,746.95	330,019.85
1860 ..	587,249.78	255,840.793	843,090.573
1861 ..	67,402,372	437,010,134	504,412,506
1862 ..	67,402,372	437,010,134	504,412,506
1863 ..	67,402,372	437,010,134	504,412,506
1864 ..	67,402,372	437,010,134	504,412,506
1865 ..	67,402,372	437,010,134	504,412,506
1866 ..	67,402,372	437,010,134	504,412,506

In 1850, 75 per cent. of the trade was carried in American vessels; in 1869, 34 per cent. In American vessels to 66 per cent. in foreign. Since 1853 American exports have doubled while the proportion carried in American vessels has fallen from 67 to 31 per cent. Thus increased exports only furnish increased business for foreign ships unless we can put American vessels in position to compete on equal terms. The committee estimate that one-half the registered tonnage of the United States is engaged in the foreign carrying trade, but the large cargoes on the "low cutters" carrying bulk cheap freights, while "our own exports and imports are passing in foreign bottoms, the freights going to enrich our commercial rivals and to swell the foreign balances against us which must be settled in gold." During the last fiscal year nearly 70 per cent. of the imports of New York came in foreign steamers. Eighty-nine foreign steamers now run regularly, to and from New York, an increase of 200 per cent. since 1860, and these foreign carriers at a single port earn twenty-four millions of dollars a year, drawn from the American people, and paid, as it were, to support the naval reserve of foreign Powers.

The report then goes on to detail the vast majority of British steamship lines running to all parts of the world, and to show how Great Britain is monopolizing and controlling all the main choice routes of traffic. It describes the mail subsidies given by both England and France to encourage steamship lines, and how North Germany, Holland, Austria, Italy, and even Japan are doing everything in their power to encourage steam ocean navigation by their respective vessels, adding that in striking contrast with the activity displayed by foreign nations is the want of it manifested by America. During the last fiscal year America paid 1,101,674 dollars for the ocean mail service, of which 336,161 dollars was paid to foreign companies. America has but two lines of mail steamers, the Atlantic route from New York to St. Thomas, Pernambuco, Rio Janeiro, and the other from New York to Havana, and Aspinwall. On the Pacific Ocean there are five, running from San Francisco to Panama, to Yokohama and Shanghai, to Honolulu, to Victoria, Vancouver's Island, and to Mazatlan, Mexico. Not over thirty steamers perform this service on all these lines, while the British Peninsular and Oriental Line alone employs in its service 49 large vessels, of which 45 are mail carriers for the East and Australia.

In consequence of this decline the business of shipbuilding in the United States is at a complete standstill; the yards empty, the workmen out of employment, and the export trade

SIDNEY MORNING HERALD

that they will speedily result in restoring our lost commerce. Time will be required to organise capital and labour for the extensive construction of iron vessels, and "still greater inducements must be offered to insure the establishment of lines of American ocean steamers, which will relieve us from our present humiliating and disgraceful dependency upon foreigners. The prosperity of the country in peace, and security in war, are largely dependent on an efficient merchant marine, and it is worthy the attention of Congress whether, by granting aid to build swift ocean steamers, readily convertible into cruisers, we are not providing a most economical and efficient means of defence. Admiral Porter told the committee that "with a few such ships converted into war vessels at the breaking out of the rebellion such a blockade of the Southern coast could have been established as would have prevented the rebels from sending out a pound of cotton or obtaining supplies or munitions of war, and the rebellion would have been crushed almost at its birth. Who can compute the losses in lives and in money consequent upon the want of a few such ships?" "Our future wars with any of the great foreign powers," they continue, "must be upon the ocean and with an enemy that must cross the ocean to attack us and whose vulnerable point to assail is the population and wealth which he has scattered on every sea." Great Britain has her subsidised ships, subject at all times to the demands of the Government. Such a system would be most valuable to the United States, and much more economical than keeping up an expensive naval establishment in time of peace.

The committee discuss American inland transportation by railroads, and in its connection with ocean navigation, and state that the mail route from London to Asia lies across the American Continent, and that, sooner or later, passengers and valuable freights will pass over this route to and from China and Japan. Yokohama, Shanghai, and Hongkong are all nearer London by the route via New York than by the Suez Canal. Over trans-continental railways, the committee think, by means of the improvements yet to be introduced, may before long be able to compete successfully with steam transportation by sea. Through such improvements the routes across the American Continent, already the most direct, may become the shortest. The routes from London to China and Japan. The trade of these Asiatic countries has been the prize for which all commercial nations have for centuries contended. The trade of the most important—India, China, and Japan—Great Britain now draws to herself, and distributes again to the rest of the world. The silver products of American mines make nearly the circuit of the world to reach Asia via Great Britain, the East, while Eastern products come back to America by the same circuitous route. This Eastern trade is our command if we will but stretch for it with our hand and take it. The advantages of a revival of trade will be felt by all sections of the country, and the committee conclude their report by asking whether—after expending millions in opening this opportunity of controlling the world's commerce by building railways across the continent, after astonishing the world by our energy and wisdom in carrying through such a gigantic commercial enterprise while in a struggle for national existence—we shall shrink from the world still more by our supineness in so fully neglecting to avail ourselves of the greater advantages nature had opened to us without cost.

Drafts of bills to carry into effect its recommendations accompany the report. The Subsidy Bill allows upon all imported timber, lumber, hemp, manilla, copper and iron not advanced beyond rods, bars, or bolts, used in shipbuilding, a drawback equal to the duties that may have been paid on them, the drawback being thus limited in amount—for wooden sailing vessels, 80 dollars per ton; composite sailing vessels, 10 dollars; wooden steamers, 10 dollars; composite steamers, 12 dollars; iron steamers, 15 dollars. The drawback is allowed on American material similar to that on foreign imported articles used in building iron or composite vessels or steamers. It allows ship stores required for foreign voyages to be taken in bond and used for that purpose free of duty. It also gives the following annual subsidies to sailing or steam vessels engaged for more than six months in the year in the carrying trade between American and foreign ports:—For sailing vessels, 1 dollar 50 cents per ton; for steamers trading to the British North American provinces, 1 dollar 50 cents; steamers to other foreign ports, 3 dollars. Another bill limits the annual tax of 30 cents per ton proposed on American shipping, and repeals every other tax, duty, import, or charge of every kind imposed on American shipping by national, State, or city laws.

This is the report upon the decline of American commerce, its causes and remedies, and it was presented with the unanimous approval of the committee. Congress, will, no doubt, heed the recommendations made and pass the bills proposed, or something like them. The country seems to be generally in favour of granting relief, but whether legislative enactments can cure the evils that are caused by a false money and revenue system, without reforming the system itself, is to be doubted. The report shows considerable ill-feeling towards England, but it testifies in almost every line to her commercial superiority. The Bills were made the special order in the House for the 15th March.

THE STONE-WORK OF THE HOUSES OF PARLIAMENT.

(From the Pall Mall Gazette.)

THE condition of the stone-work of the new Houses of Parliament is at last beginning to attract serious attention. When pieces of masonry varying in weight from 5 lbs. to 10 lbs. or 15 lbs. come crashing down, it is no wonder that some uneasiness should be felt, at least by those who reside in the Palace or whose duties take them there. Only a short time since a piece of carved work weighing between seven and eighty pounds fell from the summit of the Clock Tower upon the roof of the house below inhabited by the record clerk of the House of Commons, Sir Thomas May. It passed through the iron roof as if it were so much paper, broke an iron girder, and was stopped only by the stout brick arches beneath. Another time, a piece about 18 lbs. weight fell into one of our courts and was shivered into fragments just after no less a personage than the Usher of the Black Rod had passed through. At another time a fragment weighing about 10 lbs. fell at the feet of the policeman on duty outside the entrance into Westminster Hall, at the south end, just opposite the Aforesaid. During every considerable storm a shower of pieces of stone, from the size of a walnut to an orange, rattle down upon the iron roofs. We believe, indeed, there is a special functionary appointed to go about the roofs and rake the debris into heaps. There is never any certainty as to when and where these sculptured morsels

expressed upon the attention of the Chief Commissioner of Works. This is nothing less than the cutting out of the decayed parts of the massive and the substitution of stones of a better quality—by other words, the rebuilding of a considerable part of the Palace. In the end perhaps this remedy may prove to be the only effectual one, but it is obviously a remedy of a very desperate character, and ought unquestionably to be adopted only after all other measures have been fairly tried and failed. We certainly do not think it can be said that this has yet happened. Indeed, there is very strong practical and scientific evidence in favour of at least one of the protective compositions which have been already tried. The plan of cutting out the decayed portions is a very costly—in fact, the cost would be indefinite—expedient, and it would be difficult to say where it should stop. It is perfectly plain, however, that the present condition of the Palace of Westminster is not only disgraceful, but even dangerous.

THE PURCHASE SYSTEM.

(From the United Service Gazette.)

THE Purchase System in the Army has long been condemned not only by the majority in Parliament, but by the whole public voice out of doors. Indeed, it could hardly be otherwise, for what could be more irreconcilable to common sense or more obnoxious to all our notions of fair play and the impartial discrimination of merit, than a system by which a man's advancement in the service of the State was regulated not by his fitness, his talent, or his zeal, but simply by his money power of buying himself out at every vacancy over the heads of perhaps better men than himself. In the old days, when sinecure was rare in our public departments, there were many ways in which a man could buy himself into income and position. And every branch of the public service has purged itself of the purchase system, except the Army,—the single institution of all others in which it exists, and hence is objectionable. It is a common argument with the supporters of that system that, however objectionable it may be in theory, it works exceedingly well in practice, giving us when the time of crisis arrives, as good officers to lead our men to battle as are obtained in other services by a rational system of promotion. We doubt the fact. It is true that Englishmen who are able to pay for their commissions have the natural characteristic of courage as strongly developed as their poorer fellow-countrymen, and it is equally true that in consequence of the sphere of life in which they are brought up, our military officers are men of refined tastes and polished manners; but for the soldier who is to command soldiers, other qualities are required besides personal courage and polished manners. Those qualities will so obviously occur to every one who thinks upon the subject, that we shall not take up our space by enumerating them. It will be enough for us to say that they are not to be found in every man, nor, perhaps, in every fiftieth man, and that they can only be obtained in sufficient quantity by careful selection from the very largest attainable quantity of men. This is why we have always advocated promotion from the ranks, not so much in the interest of the men to be promoted as in that of the Army. We believe that by judicious selection, searching amongst two hundred thousand Englishmen, it would be possible to get a sufficient number of men with the instincts and aptitudes of leadership, and that those instincts and aptitudes can only be got rarely and by flukes, as it were, within the very narrow circle which can avail itself of the money-power.

The Purchase System would have long since been abolished, were it not for the fact that our Army officers themselves, and the large amount of money which would be required to buy up existing interests. The first is a valid objection, the second only a colourable one, but we shall deal with both in their order. Our officers have hitherto opposed the abolition of purchase, because they had entered the army by its means, and had squared all their hopes of advancement by its requirements. They had, as they imagined, reduced their chances of promotion entirely by its manipulation, and they comforted themselves with the belief that in any event their net capital invested would be safe. So long as those two notions were feasible, we had little hope that the abolition of the Purchase System would find advocates among our officers. But certain recent events have occurred which must convince them that "faith is safe nowhere," and that their purchased promotion and their money investments are as badly secured as if they had been invested in the Peruvian gold mines mentioned in one of Mr. Dickens's novels.

As every one knows, the payments of our officers for commissions and promotion divide themselves into two heads. First, what they pay by regulation, and second, what is important, what they pay over regulation. An officer calculates that whenever he wishes to retire from the Service he can always get not only the legal price of his commission, but the over-regulation which long custom has sanctioned. But it unfortunately happens that at the present moment both means of recruitment are in the greatest danger. The Reserve Fund from which retiring commissions were to be paid for has become bankrupt, and unless Parliament shall benevolently make up its deficit officers may send in their papers in vain. They will get the legal regulation price for their commission, simply because there is no money to pay it, but they will be allowed any interest for the delay which this poverty occasions. It is not at all clear that a Parliament so hostile to the Purchase System will come to the rescue of the Reserve Fund. If it should refuse, we do not know how the official purchase and sale of commissions is to be managed. With respect to the second branch of the Purchase System, the over-regulation money, one of Mr. Cardwell's proposed changes, cuts it away by the board, by abolishing the offices of Cornet and Captain, and has struck the whole foundation by depriving all officers of superior rank of those subscriptions of the juniors, which have hitherto helped them in subscribing for the retirement of a commanding officer. Of course, this act of Mr. Cardwell's will be complained of by the sufferers as unjust and illegal; that it is unjust nobody who knows anything about the service will be prepared to deny, but that it is illegal, technically speaking, would be equally hazardous to assert. The system of paying over-regulation has never been officially recognised, at either War Office or Horse Guards. On the contrary, every officer is under the obligation to declare that he has not availed himself of it. It is true that the violation of the rule has been systematically winked at; but when high officials wink at anything, it is with the tacit understanding that, when winking becomes stretching them wide open, and suddenly begin to see an enormity which had never struck them before. The officers of the old Indian Army

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consequence of the Proprietor leaving the

**COTTAGE RESIDENCE AND GROUND,
BURWOOD RAILWAY STATION.**

TITLE—REAL PROPERTY ACT.

RICHARDSON AND WRENCH have received instructions from the proprietor (in consequence of his intended departure for Queensland) to sell the public section, of the Blocks, Pitt-street, on THURSDAY, the 10th inst.

at the delightfully situated Freshford Cottage, RIVERVIEW-THERRAGO, BURWOOD, near the BURWOOD RAILWAY STATION, containing a most EXTENSIVE and CHARMING PROSPECT.

It is brick-built, with slated roof, containing six rooms, fire-rooms, and pantry, kitchen, and scullery, with a large lawn, tanks, and two wells with pumps. A NEVER-FAILING SUPPLY OF WATER can be relied on in the driest season.

The garden, back and front, are stocked with the choicest orange and peach, fruit trees, flowering plants, bulbs, &c., and the garden is well stocked with all the best of the Horticultural Exhibitions. There is a few houses and yard, bush house, cow shed, and stables. The property is fronted by the RIVERVIEW-THERRAGO RAILWAY, and is bounded by Pitt-street, and 210 is the side to Mary-street. It is let until December next to Thomas G. Brown, Esq., at a rental of \$26 per annum, but arrangements for earlier possession can be made if desired.

of a really well situated residence in this favorite
 suburb. It is immediately beyond the station, on the most
 elevated part of Burwood, and commands uninter-
 rupted views of the surrounding country, to HEIN
 and CHICKEN BAY, and the PARRAMATTA RIVER.

Cards to view on application.

SMALL CITY INVESTMENT.

RICHARDSON and WRENCH have re-
 ceived instructions from the mortgagee to sell by
 public auction, at the City of Sydney, on TUES-
 DAY, 7th June, at 11 o'clock.
 A CAPITAL BRICK-BUILT HOUSE on stone
 foundations, containing 10 rooms, in RILEY-
 STREET, out of RILEY-STREET, near the
 HEAD ROAD, containing 4 rooms, kitchen, and
 4 small rooms. The land has 12 foot frontage;
 depth, 76 feet to a lane.

Terms liberal.
 Plans and particulars apply.

To Builders, Carpenters, and others.

LIVERPOOL STREET, HYDE PARK.

**VALUABLE FLOOT OF BUILDING LAND, 60
 FEET FRONTAGE TO LIVERPOOL STREET,
 adjoining Messrs. BEAUMONT'S OFFICE,
 HYDE PARK TERRACE, depth 142 FEET.**

RICHARDSON AND WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on **TUESDAY, THE 27th JUNE, at 11 o'clock,**

All that parcel of land, containing **one acre** or thereabouts, commencing in Liverpool-park at the north-east corner of the site of the old Mount and Waller, had bounded on the west by that land, being a line passing through a pretty wall, and a continued line bearing southerly and by 100 feet 7 inches to Carter's land on the south by that land bearing easterly 64 feet 6 inches to the late William Mc Donald's allotment on the east by the western boundary of that land bearing northerly 162 feet 7 inches to Liverpool-street aforesaid, and on the north by that street bearing westerly 162 feet to the point of commencement.

NOTE. This is the choicest unoccupied piece of city building in the London Hyde Park. It must unceremoniously be sold on the above date.

A plan view on sale at the Rooms.

Terms at sale.

BURRA, near QUEANBEYAN.

A VALUABLE WELL-WATERED ESTATE, containing 5315 acres of FREEHOLD LAND, at the foot of the QUINN'S RIVER, near **BURRA CREEK,** adjoining the FOXLOX

ESTATE.

TITLE, unquestionable. Full particulars can be obtained on application to **Messrs. McCULLOCH and SON, Solicitors, Pitt-street.**

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on **FRIDAY, 19th June**, at 11 o'clock,

THE BURRA ESTATE,
531 Acres, near the
TOWN OF QUEANBERYAN.

Plans on view at the Rooms.
Terms at sale.

By Order of the Administrator of the Estate of **JAMES BROWN, deceased.**

LANE COVE.

24 ACRES LAND, immediately beyond **HILL'S GLEN ESTATE** ORANGE, being 1/2 of section 1 of **ADOLPHUS YOUNG'S SUBDIVISION**, adjoining the lands belonging to **Mr. YANOR.**

The whole of the Land, and about 5 Acres are laid out as **ORANGERY and GROVEARD**, and planted with about 2000 trees, consisting of Oranges, Peaches, Apple, Figs, &c., all now coming into bearing.

RICHARDSON and WRENCH are

W. L. RICHARDSON and W. R. HUGHES HAVE FOR SALE the above tract, situated on the **ADRIAN TRACT**, of the Estate of the late **JANE BROWN** to sell by public auction, at the Rooms, Pitt-street, on **FRIDAY, 14th June, at 2 o'clock.**

The above described Grounds and Orchard, **Lane Cove Road**, about 8 miles from **BLUE'S POINT, NORTH SHORE.**

TITLE UNQUESTIONABLE; full particulars of which may be obtained on application to **R. H. M. FOREMAN, Esq., Solicitor, York-street, P.O. Box 111, Pina at the Rooms.**

QUEENSLAND.
PORT CURTIS DISTRICT.

That extensive, valuable, and unique **CATTLE STATION** known as **MONTE CRISTO,** comprising the whole of **CURTIS ISLAND,** situated in **PORT CURTIS,** and to which access can be easily obtained at the mainland at low tide.

The improvements are very extensive, and of a substantial character.

With this Station will be sold
2000 HEAD OF CATTLE,
a mixed herd, good, and well bred.

Also **Horses, Bona, Buns, Furniture,** and other belongings to be taken by auction in the usual way.

RICHARDSON and WRENCH have received instructions from the proprietor to sell by public auction, at the Rooms, Pitt-street, Sydney, on **MONDAY, the 12th June next,** all of the above valuable cattle property, full particulars of which may be obtained by reference to the detailed advertisement in **THE NEWS** of the 21st of this month. The above mentioned pastoral property will be sold by the auctioneers of the **STONEY MORNING HERALD**, or on application at the Rooms of the auctioneers, Sydney.

LACHLAN DISTRICT.

FOR POSITIVE SALE.

By order of the Mortgagees.

LOT 1.
WARRADERRY
with 5000 MIXED SHEEP.

LOT 2.
GURKING
with 3000 MIXED SHEEP.

PRELIMINARY NOTICE.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, Sydney, on **an early day in JULY next,** all of the above valuable pastoral property, full particulars of which may be obtained by reference to the detailed advertisement in **THE NEWS** of the 21st of this month. The above mentioned pastoral property will be sold by the auctioneers of the **STONEY MORNING HERALD**, or on application at the Rooms of the auctioneers, Sydney.

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